

June 2024

M&M

FLIGHTRECORDER



Newsletter from Mathias & Mandy Glass

No 64



Two girls who soon will get married.

This special 'jewellery' lets everyone know that these two girls are promised to some men...

## DEAR FRIENDS,

Give thanks to the Lord, for he is good; his love endures forever.

Let the redeemed of the Lord tell their story—those he redeemed from the hand of the foe, those he gathered from the lands, from east and west, from north and south.

Psalm 107: 1-3

Be it unusually severe flooding or landslides in the recent past, in Papua New Guinea or Germany, Kenya or Brasil - such disasters show us how quickly life can change. We have been spared so far and are grateful to God. But our thoughts and prayers are with those who have lost loved ones and their possessions.

MAF is not directly involved in the landslide disaster relief efforts in PNG this time. Nevertheless, our air service is still needed in many other parts of the country to fly health patrols, patients, building materials or normal passengers and cargo.

To be able to fulfil the requests for flights, we are helping at outstations once every second month due to a

lack of pilots there. When possible, this is combined with Mathias training other pilots and Mandy interviewing people in the remote communities to collect stories that show the difference MAF flights make.

This year so far is characterised by an acute shortage of pilots and fuel here at MAF in PNG. Some pilots are finishing their service, others are on home assignment or holiday. We currently have more aircraft than pilots...

We often ask ourselves how we can cope with all the tasks.

With all the various challenges, we trust in our good God, whose goodness never ends. We also see his goodness in your interest in our work for

and with MAF, your prayers and your financial support.

May God keep you and guide you through the challenges of your everyday life.

*Laikim yupela!*

*Mandy & Mathias*



## Mulitaka Landslide in Enga Province

This landslide in Papua New Guinea has attracted huge international attention. German news agencies have also reported on it. The devastation is severe, but thanks to the road connection and the nearby provincial airport in Wapenamanda, help can be provided even without MAF's support.

However, MAF is ready to help in such disasters, but our services were not needed in this case. Instead, our MAF flights focus on remote communities that cannot be reached by road.

Mathias happened to fly over the area and was able to take some aerial photographs.



MAF flights from our base in Balimo transport several health patrol teams every week, which are currently responding to the severe flooding in the Western Province. Many rivers have turned into lakes and villages are under water, posing a major threat to health and food security.

This emphasises MAF's commitment to supporting isolated areas in need.

Many areas in the Sepik plains are also affected by flooding, while at the same time earthquakes of magnitude 4 to 5 are shaking the area and causing houses to collapse.

We are personally surprised that these tragedies receive neither media attention nor international aid. Here, people's livelihoods are also affected, buildings and gardens destroyed. For many children, school is cancelled for weeks...

## SKILL DEVELOPMENT AND STANDARDISATION

### As a training and checking pilot with others in the cockpit

Bridget is not a new pilot. When she joined us two years ago, she could hardly believe that the training could take up to two years. Papua New Guinea is a unique and diverse country. In the south-west, the lowlands merge with the Indonesian part to form the largest swamp area in the southern hemisphere. There are no roads, only logging and bush treks. A small aircraft is the fastest way to travel longer distances and often the only option. In her early days as a MAF pilot, Bridget flew a lot in the Western Province to gain experience of the country, the aircraft and the weather.

Pilot training at MAF is synonymous with continuous broadening someone's horizons and skills. Over the past few weeks, Bridget has been flying in the mountains in the Telefomin area. Telefomin is a district centre in the highlands of Papua New Guinea. The village lies in a valley surrounded by mountains up to 4000 metres high. Until recently, there was no road into this valley. Here too, a flight of a few minutes replaces days of trekking through rough terrain, over mountain ridges and through rivers.

High mountains and deep valleys produce clouds, thunderstorms and turbulence. And then there are the challenging airstrips, the short, steep and slippery ones...

Busilmin is a 540 metre short airfield, hidden in a side valley with a slope of over 10%. The approach is a descent close to mountain ridges until the pilot has to decide within a few seconds on the final approach whether to abort the landing with a go-around manoeuvre or continue flying, committed to land.

The decision to land depends on many factors. There is turbulence that could be dangerous for the landing. The aircraft may not be at the correct altitude or may be flying too fast or isn't



aligned with the centre line. The aiming point is particularly important for landing. Pilots must learn to aim at a certain point at the beginning of the runway and keep it constant. The aiming point is a point in the pilot's field of vision that moves relatively little. As soon as the aiming point appears to move upwards, the aircraft is sinking too much and would touch down short of the runway. If the aiming point moves downwards, there is a risk that the aircraft will overshoot the runway.

Bridget did a good job. She is an experienced pilot and quickly learns how to approach Busilmin. Three landings are enough and she has understood the approach and knows where to park the aircraft after landing.

After Busilmin, I train Bridget at seven more airfields, each of which has its own special approach. The training is finished after four days. Bridget stays in Telefomin for another week and helps to work off the flight requests there. Bridget gets to know the airstrips on her own in a wide variety of weather conditions and expands her wealth of experience in narrow valleys—not necessarily her horizons.

**HERE'S** a video from the approach into Tekin and the take-off there, another one of the training airstrips.



# MENSTRUAL HEALTH INITIATIVE

## Reusable hygiene kits for girls in grades 11 & 12 at Telefomin Secondary School

Our MAF friends, Siobhain and Ryan Cole, live in Telefomin and are currently the only pilot family there. We are there about once every second month to help with the flying programme.

Siobhain has made it her mission this year to educate all female boarding and day students at the Telefomin Secondary School about their periods and to provide each student girl with reusable hygiene kits.

Telefomin Secondary School has about 500 students in grades 9 to 12, a third of whom are girls.

When we were in Telefomin in March, Siobhain conducted the first workshops for the 27 girls in grade 12 and for five teachers. Mandy was there too, but behind the camera. Here's the **VIDEO**.

Access to hygiene products in Telefomin is limited and also very



expensive. The reusable hygiene kits reduce the financial burden for the girls. The girls save around €60 per year. And, they miss fewer classes.

"They are really comfortable and great. I don't have to worry about soaking through and leaving marks on the chair," one of the girls told us.

Because of this fear, most girls prefer to stay at home or at the boarding school during their period.

For the grade 12 girls, this means that they can prepare better for their final exams with one less thing to worry about!

# AVIATION FUEL - STILL SCARCE & EXPENSIVE

## Besides pilot shortage currently the biggest restriction

The fuel crisis in PNG continues. There are still days when we receive no or only limited aviation fuel from the local mobile refuel units at some airports. Then we have to manually refuel up to 600 litres by hand pump. That's the equivalent of 3 drum and 600 turns per hand!

MAF's operations are particularly affected by the shortage of Jet-A1 fuel supplied in drums. They are not available in the country and these fuel drums are our backup at bases like Mt Hagen or Goroka where the bulk fuel would otherwise be provided by a local company's fuel truck. But fuel in drums is essential for places like Telefomin and Balimo, where there is no road. MAF needs the drum fuel so that it can fly to the communities from there. These drum arrive in Balimo by barge and the ones for Telefomin are flown from Kiunga or Tari, towns where either the



river or the highlands highway ends, to Telefomin by MAF itself, 4 to 5 drums per flight.

MAF has to import expensive Jet-A1 fuel drums from New Zealand. This has led to a 15% increase in ticket prices. This hits the bush communities and local churches really hard. They just don't have the extra money. Our flight enquiries have decreased accordingly.

Nevertheless, MAF has been able to help many communities with our flight services, as Erick Yakz, head of **Tekin** Primary School, reports:

"No other airline was willing to offer such a service at this exact time of fuel crisis in the country, only MAF answered our call for help. Thank you, MAF, for serving the rural population in the name of God," said Mr Yakz.

The food supply flights have saved the school from temporary closure.



## Thank God with us

- ▶ for a safe and successful first tour of the floatplane in PNG. Isolated people have hope to receive help and healing.
- ▶ for safe training flights with pilots who are expanding their skills and horizons.
- ▶ for the many opportunities we have at MAF to reach people with the love of Christ.

## Pray with us

- ▶ for God's help in the landslide and flooding areas. People have lost loved ones and their possessions, including their gardens.
- ▶ for more pilots. We are asking for four pilots to support us from next year. In addition to the official MAF requirements, we are looking for pilots with approx. 2000 hours of flying experience, a turbine rating and a long-term perspective. A flight instructor and/or a seaplane rating would complete our wish list.
- ▶ for a new Country Director leading this program with about 40 expat and 100 national staff across 10 bases.
- ▶ for teachers and boarding parents so that expat families can stay longer at MAF.
- ▶ Over the next two months, many of our pilots will be on home assignment. This means that the remaining pilots will have to fly more. Please pray for protection and adequate rest.

# CHEERS AND TEARS OF JOY AT THE ARRIVAL OF THE FLOATPLANE

**Hundreds of cheering people greeted P2-WET, MAF PNG's new floatplane, as it landed on Lake Murray and Balimo Lagoon on its maiden flight in Papua New Guinea**

The landing of the P2-WET in the waters of PNG was a long-awaited day for many, not only for the two pilots, but also for the people on the ground.

Civil engineer Terry Fahey, who worked with MAF and the communities in Western Province to prepare for the arrival of the floatplane, reports:

"We experienced many setbacks and challenges. But when I saw the plane fly over the radio tower in Lake Murray, it brought tears to my eyes. And when we disembarked at MAF headquarters in Mt Hagen and I saw all the cheering MAF staff waiting there, a few tears rolled down again."

The newly arrived Cessna Caravan floatplane, which previously flew in MAF's Bangladesh programme, carries the same registration as the old P2-WET Cessna 185 that was in service in PNG until the late 1970's.

Some of the older people remembered, but many of the people Terry worked with to find and build new mooring locations had never seen a floatplane, so they were building on hope...

Some of the older people said to Terry: "We are really excited - before we could only share the stories with our children, and they had no idea what we were talking about. But today they understand."

Six docking sites have currently been selected, five on Lake Murray and one in Balimo Lagoon. Over the coming months and years, a further 24 sites will be gradually established.



Mandy documented the arrival of P2-WET in Mt Hagen with photos and videos and interviewed the pilots. Click [HERE](#) for the video.

Mathias, in his 'side job' as deputy training manager, will facilitate the licensing of the pilots according to the laws of PNG. This requires a lot of liaising with the authorities and managing dates for check flights. We are currently looking for more pilots with a rating to fly seaplanes.

## STAY CONNECTED

Mathias & Mandy Glass  
c/o MAF PNG LTD  
P.O. Box 273  
Mt Hagen, WHP 281  
Papua New Guinea  
Mobile Mathias +675 7214 1289  
Mobile Mandy +675 7481 3388  
E-Mail: mathias\_mandy@gmx.de  
Website: www.maf-pilot.de

## MAF GERMANY

MAF Deutschland e. V.  
Stumme-Loch-Weg 7  
57072 Siegen, GERMANY  
Tel.: (+49) 271 701 4780  
E-Mail: info@maf-deutschland.de  
Website:  
www.maf-deutschland.de

## DONATIONS

MAF Deutschland e. V.  
Sparkasse Siegen  
IBAN: DE77 4605 0001 0001 2658 26  
SWIFT-BIC: WELADED1SIE  
designated use: M&M Glass, PNG

To support us via an MAF branch of another country, please don't hesitate contacting us for the relevant details.

